

**AMENDMENTS TO THE SPECIFICATION**

Page 5, rewrite paragraph [0020] as follows:

[0020] The second rubber decoupling layer preferably has a damping ratio  $[tg \delta]$   $\tan \delta$  below 0.08. Such a layer is very easily hysteretic and markedly contributes to the gain in running resistance of the tire concerned.

Page 5, rewrite paragraph [0021] as follows:

[0021] It is also possible, in order to preserve or improve the drift thrust and lifetime properties, to add, on the same side as the second rubber decoupling layer, an additional reinforcing ply consisting of cords oriented in the circumferential direction and extending axially roughly like the second rubber decoupling layer, for example having substantially the same inner and outer axial extension as the second rubber decoupling layer. That additional reinforcing ply can be placed radially outside or inside the two superposed reinforcing plies or between those two plies.

Page 8, rewrite paragraph [0033] as follows:

[0033] Ply 11 is placed radially outside the two plies 3 and 4 and axially extends just roughly above the two lateral ends of plies 3 and 4, for example having substantially the same outer axial extension as the axially widest ply 4. That ply has the advantage of limiting the amplitude of the shear stresses between the ends of both plies 3 and 4 and thus of preserving and even increasing the drift thrust and lifetime (in the sense of endurance) properties, while having substantially improved the running resistance of the tire.

Page 10, rewrite paragraph [0040] as follows:

[0040] The tires underwent a rolling resistance test (at 60 km/h, pressure 2.1 bars and load 3500 N). That test measures the energy dissipated on rolling and a favorable result is

## PATENT

expressed by a figure below 100. They also underwent a characterization of their drift thrust, that is, of the lateral stress  $Y$  developed by the tire on rolling at an applied drift angle  $[\alpha] \delta$ . An increase of drift thrust is expressed by a figure higher than 100. The test was performed with a load of 3500 N and an inflation pressure of 2 bars.

<u>Tire</u>	<u>RR</u>	<u><math>Y(\delta)</math></u>
A	100	100
B	95	95
C	94	80
D	95	105

Page 11, rewrite paragraph [0046] as follows:

[0046] The modulus of elasticity and/or the damping ratio  $[\tan \delta]$   $\tan \delta$  of the two layers 25 and 26 can vary like the two working variants previously described.